

# THE “*CONDER*” TOKEN

## COLLECTOR'S JOURNAL

THE PROCEEDINGS OF THE CONDER TOKEN COLLECTOR'S CLUB

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## **INTRODUCTION**

### **MICHAEL GROGAN**

#### **SHOULD THE CTCC HAVE AN ELECTRONIC JOURNAL?**

Members have frequently asked if we can improve the quality of images in the Journal. We are at the point now that the entire Journal issue can be put onto a cdr and then relatively easily be posted on the internet in full color. To accomplish this we would need the use of Adobe Acrobat full version software to format a document and server space to host the document. [Donations anyone?]. The advantages would be instant availability in full color to members with internet access and ease of transmitting information. I imagine we would still produce a paper Journal since not every member has internet access, and others [like me] have their issues bound for permanent reference. One major issue to consider is security like password protection since the Journal should be available to paid members only. Should we work in this direction or stay with the current paper format? Your input, questions, and suggestions are most important. Please send them to me, Mike Grogan 6501 Middleburg Court Mobile AL 36608 USA or [mngrogan@comcast.net](mailto:mngrogan@comcast.net) in time for discussion in the next issue.

#### **IN THIS ISSUE**

R.C.Bell takes us fishing with his "Token Tales" and Michael Knight discusses rare and elusive Conder tokens in gold. English canals, their history, restoration, and related tokens are described by Bill McKivor and David Jones. Tom Fredette continues his exploration of symbols on tokens. Tony Fox covers the Warley issues and James Hartcup traces the history of Bigod's Castle. This is another fine selection of informative and entertaining writing by our members. Please consider writing an article for publication in the next issue of the Journal and join our great group of contributing authors.

#### **USE THE CTCC LIBRARY**

A very important benefit of CTCC membership is access to the club library. Our Librarian, Harold Welch, has a large number of books, catalogs, maps, photographs and other materials available for loan to our members. Harold announces an important acquisition in this issue and donations to the library are always appreciated. The contents of the library are on the club website [www.conderclub.org](http://www.conderclub.org) and are periodically published in the Journal. Contact Harold for full information about our very fine library and how to access the materials. If you have duplicate or unneeded reference material in any format please consider making a donation for our members' use.

#### **ON THE COVER**

A canal boat or "trow" is pictured on Gloucestershire 58. This variety with striped sails is excessively rare and only two specimens are traced. The token on the cover is owned by Bill McKivor who also writes about the canals and related tokens in this issue.

From the President's Desk:

I continue to marvel at the quality of our CTCC Journals, with this newest edition no exception. With membership rarely exceeding the mid 200's, it is pretty remarkable that we receive the quantity and quality of the writing that we do.

I would like to extend special appreciation to the following writers for their contributions to our last CTCC Journal Issue #32:

Simon Monks for his article on St. Martin's church of Ludgate Hill.

Tom Fredette for his story of Prison Reform activist John Howard.

Michael Knight for sharing his interest in collecting antiquarian books for his token reference library. Many coin collectors are also book collectors.

Bill McKivor for another installment of his brain teasers and twisters.

Prof. George Selgin for his conclusion on Britain's coinage problems, covering counterfeits, paper money, and Matthew Boulton of Soho vs. Thomas Williams of the Anglesey Mines.

Tony Fox, for his wonderful Dunmow article. I am certain the courts and lawyers in our country could be vastly improved were most judgments reduced to a side of bacon!

And of course...Mike Grogan, for the reprint of the remarkable Hamer photo, another great R.C. Bell installment, a bit of levity, and another great journal edition.

Special thanks are likewise extended to our advertisers Bill McKivor of The Copper Corner, Allan Davisson of Davisson's Ltd, Christopher Webb and Peter Preston-Morely of Dix Noonan Webb, and James Morton and Tom Eden of Morton & Eden Ltd. It is important for all of our advertisers to know that their support is greatly appreciated.

The next dues statement mailings will see a small increase in annual dues for our non-US and non-UK / British members only (less than a dozen members in total). Reasons are to compensate for higher postage costs, and to recognize parity and fairness with what our UK / British members are already paying based upon currency exchange rates. This is NOT a precursor to a general dues increase.

With that in mind, let me also gratefully acknowledge all of our members who get their annual dues paid on time: It is a primary factor in preventing across the board dues increases, and makes the lives of all our hard working volunteer staff ever so much easier.

As I write this.....10 more days and I'm off to England for the Token Conference, the Spence auction, a private viewing of Conder Tokens at the British Museum, COINEX, and I hope a chance to meet lots of new friends. Also going are such nefarious characters as Bill McKivor, Harold Welch, Jerry Bobbe and Allan Davisson. The poor Brits haven't seen an invasion like this since WW II !!

Gregg



## **FRESH FISH, ALIVE, ALIVE OH!**

By R. C. Bell

Newcastle Upon Tyne, England

Herring were only caught in the spawning season when they were in prime condition. The Scottish herring fishery off the coast of Sutherland started in June, and the late fishery about the middle of July, finishing in September.

The Scots used a cutter-rigged vessel of some seventy tons known as a buss; when fish were found two men were left in charge of the parent vessel and the rest set out in boats, four men to each, to lay the nets. These were two hundred and forty yards long and twelve deep; two being fastened together by a back rope; one end to windward and the other to leeward.

Every half hour the men would inspect the net by following along the line of the backrope and raise a piece of net here and there. Sometimes the dories would travel twenty miles in a night, laying their nets in a dozen places in their search for herring, and in the morning they rowed back to the buss with their catch. The crews of these vessels were hired by the month; many being crofters who returned to their small holdings when the fishing was over. In addition to his salary each man received a supply of salt herring to tide him over the winter.

At Yarmouth the herring season was a little later, beginning about the middle of September. The first catches were rushed to the Norwich, Ipswich, and London markets, and sold fresh; but later when large shoals were running most were cured, either as salted 'white herring', or smoked 'red herring.' By

the end of November the spawning season was over and fishing ceased.

The Yarmouth smacks were about fifty tons burden, and carried twelve men; the fishing grounds extended from thirty miles north of the port, forty miles east, and southwards to the mouth of the Thames, the average depth of the water being 15 fathoms. The vessels carried about 180 nets; and remained at sea three to six days until they had caught ten lasts of 13,000 herrings each.



**View of the fishing fleet off the Suffolk coast. (D&H Suffolk 37)**

Fish intended for red herring were sprinkled with salt in the proportion of a ton of salt to three lasts of fish. On being landed they were transferred in baskets to the 'rousing-house', where they were again sprinkled with salt and heaped with wooden shovels onto a flagstone floor to remain for five days. Then they were washed, threaded onto spits, hung up and fired. The spits were round fir rods, about four feet long and pointed at one end; the fish being threaded onto them through the gills and mouth, and then the spits were placed on

wooden racks with each fish clear of the next.

When the smoke-house was full, the tails of the lowest fish were about seven feet from the floor, on which small wood fires of sawdust and green timber were kept smoldering. Green oak and beech were the favorite fuels, but ash, birch, and elm were also used. The wood of fruit trees, fir, and the timber of old ships imparted a bitter flavor to the fish, and were therefore avoided. The smoking process lasted for three weeks if the fish were for local sale, and four if destined for export. Then the fires were allowed to burn out, the fish cooled, and a few days later packed into barrels.

In earliest times Yarmouth owed its existence to its herring fishery, and an annual herring fair was held, which was regulated in the reign of Edward III by a statute called the "The Statute of Herrings," by which vessels from all parts of England were permitted to bring herring into Yarmouth without payment of dues.



**Bathing machines on the beach at Lowestoft. In the distance are fishing vessels. (D&H Suffolk 37)**

The vessels fishing off the Dogger Bank were mainly three-masted clinker built luggers of seventy tons, fine drifters with high freeboards and ample decks, slow but very seaworthy. They were manned by a crew of nine – the master who was often also the owner; the mate, boardsman, and under-boardsman, who baited and shot the

lines; the haulers and the backer-in, who removed stale bait and coiled down the lines ready for use again; and the boy who also served as cook.

The codsmen's chief enemy were schools of dogfish who would steal every fish on a line, but their livers were valued for oil used in proofing sea-boots, or mixed with ochre for dressing sails.

Many fishing smacks had a bulkheaded midship section, with small holes drilled through the bottom, providing a constantly changing tank of water in which the fish swam freely once their distended sounds had been pricked to release the air. By 1788 there were more than a hundred of these 'well-smacks' fishing off the Suffolk coast.



**A fish between four cakes of copper and three blocks of tin, representing the chief industries of Cornwall. (Davis Cornwall 19-24)**

In summer the cod smacks sailed to the west country for whiting, or to Norway and Sweden for lobsters. Mackerel fishing was short but hectic, lasting from May 12<sup>th</sup> to June 12<sup>th</sup>, and the first catches fetched very high prices. The first van of Brighton mackerel reaching Billingsgate in 1807 sold for seven shilling a fish, and live cod up to one pound apiece. Only oysters, and herring and mackerel in season came within the purse of the London poor, who regarded fish as 'fancy food'.

The white herring fishermen used large boats able to remain at sea for several days, with holds adequate for nets, supplies of salt, barrels, provisions and the catch of fish. These vessels rode low in the water, and their sides were furnished with rollers and leg-boards to lessen the effort of hauling in the nets. While still at sea the herring were split open and pickled in barrels of brine.

Readers may like to try a recipe for herring pie taken from "The Accomplished Cook" by Robert May, published in 1685:

Take salt herrings, being watered; wash them between your hands, and you shall loose the fish from the skin: take the skin off whole, and lay them in a dish: then have a pound of almond paste, two of the milts or roes, five or six dates, some grated manchet\*, sugar, sack, rose-water and saffron+; make the composition somewhat stiff, and fill the skins: put butter in the bottom of your pie, lay on the herring, and on them the dates, gooseberries, currants, barberries and butter, close it up and bake it: being baked, liquor it with butter, verjuice (a) and sugar.

\*A roll of finest white bread

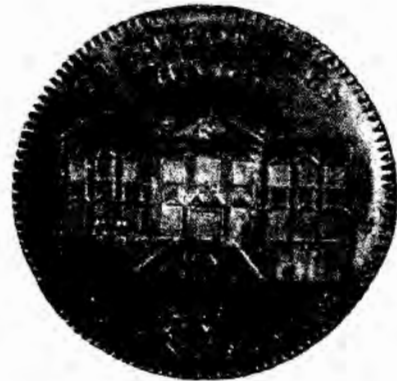
+Orange colored stigmas of the autumnal crocus

(a) Acid from crab apples, sour grapes, etc.

Figure I shows a lugger at the right; a herring smack at the left, and in the foreground a Sherringham beach-boat with a crew hauling in a net. When the mast was lowered, rolling was reduced to a minimum. The fishermen usually wore jerseys, gray aprons, leather leggings, top boots and fur-lined caps.

The soles and plaice were landed on the beach near Yarmouth where they were transferred into carts, and then into

vans drawn by four horses, carrying the fish at a gallop through the early morning hours with twelve changes of horses to Billingsgate market in London.



**Fishmongers' hall with the arms of the Fishmongers' Company beneath. The scale of the latter is too small for full details to be recorded. (D&H Middlesex 100)**

The Fishmongers Company was one of the oldest of the Liveryed Companies: the guild being amerced in the reign of Henry II, (1133-1189). The original hall was destroyed in the Great Fire of London, and the second hall shown on the token was built by Jerman and opened in 1671 and demolished to make the new London Bridge completed in 1833. (This bridge has recently been bought for reconstruction in Lake Havasu City, Arizona.)

The view on the token shows the front facing the river. The building enclosed a square court; the dining hall formed the south side and had a gallery around all four walls: the business rooms were on the west, and the rooms for courts and withdrawing at entertainments were on the east. These were richly decorated with many paintings of fish.

The company elected eight liverymen every year, Fellowship being restricted to the financially successful. The fee for coming on the livery was 25 pounds and the purchase money of the freedom 105 pounds. On the festival of



the patron saint, St. Peter, all the brethren and sisters went in procession in their livery to St. Peter's church, Cornhill.

The guild's greatest treasure was a funeral pall, one of the finest examples of ancient catholic religious craft in the country. It was formed of three worked panels in the shape of a cross, fringed with gold and purple threads two inches long. The side panels were alike, and portrayed the patron saint, St. Peter, seated on a superb throne and crowned with a sacred tiara. He held keys in one hand and gave a benediction with the other. An angel knelt on either side of the saint, each holding a golden vase of incense. The angels' wings were made of peacocks' feathers, and retained their vivid, natural coloring. The outer robes were of gold, raised with crimson.

The central panel was 12 feet long and 30 inches wide, depicting Christ holding a golden orb of sovereignty surmounted by a cross, and

delivering the Keys of Heaven and Hell to a kneeling St. Peter. Christ's robe was crimson raised in gold, the inner vesture purple, and about his head was a jeweled glory. The two figures stood in an arched recess, within Gothic pinnacled buildings and ornaments.

On each side of this central picture were the Fishmongers' arms of three pairs of keys above three dolphins leaping between two pairs of pike standing on their tails and wearing crowns. The supporters were a merman and a mermaid worked in natural colors, the former wore golden armor; the latter's body was of white silk and her long tresses were golden threads. A jewel hung by a golden chain from her neck.

The funeral of a liveryman of the Worshipful Company of Fishmongers was far removed from the burial of a North Sea fisherman.



Medal by Peter Kempson- George III Preserved from Assassination, 1800

## GOLD CONDER TOKENS

In issue 32 of the Conder Token Collector's Journal Gregg Moore asked about Conder tokens struck in gold. I have come across references to 11 gold tokens, 9 of them recorded in Dalton & Hamer (D&H) (1).

### **Buckinghamshire D&H 22**

Recorded in D&H as struck in gold. In the auction catalogue of Sir George Chetwynd's collection (2) a gold strike was lot 172. Described as a 'brilliant and unique proof' it sold for £3/12/- (three pounds and twelve shillings) to 'Lincoln' (3). A. W. Waters wrote in his 'Notes on Eighteenth Century Tokens' (1954) that all strikes of Buckinghamshire 21-28 were made by William Till about 1840.

### **Buckinghamshire D&H 27**

Recorded in D&H as struck in gold. Again a gold strike was in Chetwynd's sale, as lot 173 described as 'a brilliant and rare proof, only 2 struck'. Sold to Jessop (4) for £2. Also struck by William Till circa 1840.

### **Middlesex D&H 176**

Recorded by D&H as struck in gold. Waters in his notes viewed Middlesex 176-190 as "more of the medal class than tokens proper"

### **Middlesex D&H 294c**

Recorded by D&H as struck in gold, although they were unable to trace a specimen. A. W. Waters in his 'Notes' says that only one was struck in gold. Diesinker was Hancock and manufacturer was Dobbs.

### **Middlesex D&H 378**

Recorded by D&H as struck in gold. Diesinker and manufacturer was Jorden. In the Chetwynd sale a gold strike was lot 169. The catalogue description was 'a brilliant and unique proof, struck for the late Mr Meymott, and purchased from his executor in 1832', and it sold for £2/7/- (two pounds and seven shillings) to Lincoln. R. T. Samuel noted in 1882 that the gold strike was now in the British Museum (5).

### **Warwickshire D&H 32 and 33**

Both recorded as struck in gold by D&H, although they were unable to trace any specimens. Diesinker and manufacturer was J G Hancock. A.W. Waters in his 'Notes' viewed this as 'more of the medal class' The DH 33 type is also listed by Laurence Brown in his work on historical medals(6), recorded in silver, bronze and white metal only.

### **Worcestershire D&H 6**

Recorded by D&H as struck in gold, although they were unable to trace a specimen. A. W. Waters in his 'Notes' wrote that the diesinker was Jacobs and the manufacturer was Skidmore, and that 3 were struck in gold.

### **Angusshire D&H 2**

Not noted in D&H as having been struck in gold. Diesinker was Wyon and manufacturer was Kempson. An example offered by Patrick Deane for \$7,500 on page 68 of CTCJ issue 10

(December 1998), in mint state but with a tiny edge test mark. The advert noted that this was the first gold Conder that he had seen in 36 years of dealing and collecting.

What is presumably the same token is illustrated in colour on the web at [www.unsogno.net/conders](http://www.unsogno.net/conders), as part of an interview with Joel Spingarn. Joel comments "Another token that I WISH I still retained is the only gold token that was ever offered to me, an Angusshire DH2. which, I believe, is the rarest of the type. I assume that it is probable that most gold conders were sold and melted as a precious metal when the price of gold skyrocketed. If anyone of your readers have any information about the existence of gold conders, I would love to hear about them. I did request any info from the British Museum but did not receive a reply"



#### Ayrshire D&H 5

Not noted in D&H as having been struck in gold. However, this piece is also listed in W.J. Davis "Nineteenth Century Token Coinage" (1904), as a one shilling and sixpence (18 pence) denomination. Davis notes "This is generally found in copper and recognised by eighteenth century token collectors as a halfpenny". The 18 pence denomination is part of a series of 4 tokens from halfcrown down to a sixpence, the diesinker and manufacturer of these was Milton. Davis records gold strikes for all apart from the shilling. The gold striking of the 18 pence is Davis Ayrshire 6. Davis only gave rarity ratings to contemporary strikes, and the gold pieces did not get a rating. According to Davis some restrikes of this series were made by W.J. Taylor, and "those in gold are of more recent striking". As R. C. Bell wrote in 1968 (7) that Taylor made his restrikes in 1862, the gold strikes were produced at some point from 1862-1904.

Gold strikes of this token were in the collections of J.G. Murdoch (Sotheby Wilkinson & Hodge 13 May 1903 lot 373, part) and F.S. Cokayne (Glendining & Co 17/18 July 1946 lot 383, noted as ex [Virgil] Brand).

#### Perthshire D&H 4

Dalton & Hamer note this piece is known in gold. However, a contemporary striking may not exist, as lot 163 in Sotheby Wilkinson & Hodge's sale held 5 March 1906 is described as:

*Wright's Perth Halfpenny token 1797 (Atkins no 324-4) water mill and trees, a modern struck piece in gold of low standard (9 carat or less), and gilded.*

Diesinker was Willets and the manufacturer Kempson.

## Sources

(1) R Dalton & S H Hamer 'The Provincial Token Coinage of the 18<sup>th</sup> Century' (1990 reprint) page 556 lists Gold and Silver Proofs.

(2) Christie Manson & Woods 30 July 1872 and the three following days. Details of prices and buyers come from a copy once owned by the famous token collector F S Cokayne (1871-1945), and now in the Heberden Coin Room, Ashmolean Museum, Oxford.

(3) Frederick William Lincoln of W S Lincoln & Son, coin dealers of 69 New Oxford Street London. Member Numismatic Society of London/Fellow Royal Numismatic Society from 1862-1909. He was an extensive buyer throughout this sale, buying all the silver proofs of eighteenth and nineteenth century tokens from lot 150-168 (152 pieces). I suspect he acted on behalf of the British Museum, as it is mentioned on page 40 of CTCJ Number 10 that the Chetwynd sale was a source of many of the museum's silver proofs.

(4) Presumably J J Jessop, collection sold Sotheby's 20 December 1877 after his death.

(5) R T Samuel 'British Token Articles and Notes from the Bazaar Exchange and Mart and Journal of the Household' (Davisson reprint 1994) token 169.

(6) L Brown 'British Historical Medals 1760-1960: Volume 1' (1980) item 251.

(7) R C Bell 'Specious Tokens and those Struck for General Circulation 1784-1804' (1968) page 220

I have looked through auction catalogues of major old time token collections that I have - Davis (1901), Hamer (1930), Lincoln (1936), Waite Sanderson (1944) and Longman (1958), and none of them contained gold Condors.

MICHAEL KNIGHT



### **NEW LIBRARY ACQUISITION**

The CTCC Library received a photocopy of Christie, Manson & Woods July 30, 1872 Catalogue of the Sir George Chetwynd Collection as a donation from Michael Knight. This, and many other reference works may be borrowed by contacting our Librarian Harold Welch.

## **THE CANALS OF BRITAIN AND THEIR TOKENS**

### **Bill McKivor, CTCC #3**

One of the small “collections within a collection” that I have had for many years depicts canals on Conder tokens. I became interested when on a visit, and walked the unrestored length of the Shropshire canal--- (all of a mile or two) along the top of Blist’s Hill, to the remains of the inclined plane at Hay.

Blist’s Hill’s mines produced iron ore, which was then sent to the adjacent furnaces. The smelted ore was then barged along the Shropshire Canal to Hay, where the barges were loaded onto a sled and lowered down a steep bank on tracks to the Severn River, where they were loaded into transport boats. Though when I was there the canal was overgrown and the inclined plane certainly not in use, it was easy to see what they did and how it was done. Upon returning home I began looking more closely at the Canal tokens in the Provincial, or “Conder” series, and at canal history in general.

Most visitors to Britain are unaware of the 2000+ miles of restored canals that wind about the countryside. Built primarily in the 1700’s and 1800’s they were a godsend to trade, moving goods easily by comparison to moving them by road. The latter were poor to nonexistent, and often had robbers standing by to waylay the unwary. The canals became important, and many were built--- though eventually the railroads and modern roads made the canals not so necessary. Slowly, they were abandoned. By the 1960’s hundreds of miles of canals had silted up, and the lock gates were in bad shape. Many of the canals were dry ditches.

In recent years, many groups have worked at restoring the canals, with good result. Some, such as the Kennet and Avon, are beautifully restored, while others are in the process of restoration. It has been realized that the canals are a treasure, and should be restored for both pleasure and economic reasons.

#### **The Thames and Severn Canal**

David Jones, of Reading, Berkshire invited me on a tour of the restoration in progress of the Thames and Severn Canal. I took an extra day in England last year, and headed for Reading. David and his lovely wife Val were very gracious, and David took a day of holiday to show me around. The canal is restored in an area west of the Sapperton tunnel, on the other side of the Cotswold hills, a section that was part of the Stroudwater Navigation Company--- but we did not have time to get there. Instead, we stopped and looked at a number of places the Thames and Severn ran, beginning with the roundhouse at the junction of the Thames River and the eastern end of the Thames and Severn canal.

The roundhouses--- of which there are five standing, are unique to the Thames and Severn. They are located along the canal, and had multiple uses.

When the canal was completed, caretakers and their families occupied the roundhouses. The top floor was a bedroom, the middle floor living space, and the bottom floor was for cattle!!! It seems that the “cattle in the basement” provided heat for the roundhouse.

The picture is that of one of the roundhouses---- your author standing with the Thames river directly behind, and the eastern terminus of the Thames and Severn canal runs alongside the house in the background.





The Thames and Severn varieties are certainly among the more interesting canal tokens. They are listed in D&H as Gloucestershire Brimscombe Port #58 - #61. They feature a Severn Trow, or barge, on one side, legend "Thames and Severn Canal, 1795". The reverse has a view of the Sapperton Tunnel, with no legend, and the edge reading "Payable at Brimscombe Port". The canal was built to connect the Severn River--- from Wallbridge--- to Lechlade, on the Thames.

Built for a reported £220,000 between 1783 and 1789, it is just over 28 miles long. There are 44 locks, but the crown jewel of the canal is the Sapperton Tunnel, 2 ¾ miles long, 15 feet high, and 14 feet wide. The third longest tunnel in England, (it was the longest when it was built) it took four years to build, and they spent about £3000 on gunpowder to blast their way. As Whiting reports, "twenty six shafts were sunk and the tunnel was bored from the bottom of one shaft to the next, two wagon-fillers, two wagon drivers, and one emptier in a gang. The boats had to be "legged" through the tunnel"---(A)

Later tunnel design put a towpath in the tunnels, and eliminated legging, a very dangerous occupation, but the Sapperton was built before such improvements.

Temple Thurston was reportedly the last person to traverse the Thames and Severn Canal in 1911--- and by that time it was in a certain amount of disrepair, and the water level was critically low in spots. He and a Canalman, Eynsham Harry, were the last to use the Sapperton tunnel. Thurston, a professional writer, described the trip thus: "The passage----- had in it the sense of stirring adventure. Into the grim darkness you glide, and within a half hour, are lost in a lightless cavern where the drip drip of the clammy water sounds incessantly in your ears. Some time ago, when there was more constant travel on this canal, there were professional leggers to carry you through; for there is no tow-path, and the barge must be propelled by feet upon the side walls of the tunnel. Now that the barges pass so seldom, this profession has become obsolete. There are no leggers now. For four



hours, Eynsham Harry and I lay upon our sides on the wings that are fitted to the boat for that purpose, and legged every inch of the two and three-quarter miles. It is no gentle job. Countless were the number of times I looked on ahead at that faint pin-point of light; but by such infinite degrees did it grow larger as we neared the end, that I thought we should never reach it. It was evening when we came out into the light again”----(B)

Eynsham Harry also supplied the information that when the leggers were last in existence, they were paid 5 shillings to leg through a loaded boat, and 2 shillings sixpence for an unloaded one. (C)

The workmen who built the Sapperton tunnel stayed at “Tunnel House”--- a pub today, it housed workmen, and fed them. There was a top floor that burned, and was not replaced, but the building is still in use as a pub and David and I had a lunch and a pint there. The pictures, below, are of David Jones in front of the Tunnel House, and myself, standing at the entrance to the Sapperton Tunnel’s Coates portal as depicted on the reverse of the tokens.



The opening of this canal connected rivers and canals all the way from Birmingham to London. The Severn Trows differed in size and weight, generally from 40 to 80 tons, and were pulled along by gangs of six to eight men, and where the towpath would permit, by horses. The token's edge, "Payable at Brimscome Port" is in reference to the office there, where there was also a weighing machine to check on the honesty of the barge's weight for fee purposes. The western section of the canal has been partially restored. This is the Stroudwater Navigation System's portion of the canal, the Thames and Severn being the eastern part, from the Sapperton Tunnel to Lechlade.

The Thames and Severn canal is not yet restored, but is slowly being funded and volunteers are working on it steadily. The publication of the Cotswold Canal trust, The Trow, regularly features improvements made, sections opened, and recently a picture of their new tour boat, the Inglesham. Completion of the Thames and Severn restoration will bring many jobs to the area around the canal, and increased tourism, along with the great pleasure of recreational use for the natives of the area.

Pictured here are the four obverse types of the Thames and Severn tokens. The first, Gloucester 58, features a barge with a striped sail, a RRR variety with, currently, only two traced. #59 and #60 are common, whereas #61, with the flaw in front of the sail, is rare.



**Gloucester 58 RRR**



**Gloucester 61 R**

Reverses same as Gloucester 59 and 60  
Shown below





**Gloucester 59**



**Gloucester 60**

### **The Basingstoke Canal**

The earliest dated token was that of the Basingstoke Canal Company. It is interesting for a couple of reasons--- it is one Shilling in value, and was used to pay the Navvies (the workmen who dug canals). The obverse has a picture of a Thames sailing barge, and the legend "Basingstoke Canal, 1789" The reverse depicts a wheelbarrow, shovel, and pickaxe, which were the tools of the Navvies, with the legend reading "John Pinkerton, one shilling". Pinkerton was the secretary of the company. The Basingstoke Canal connected the River Wey, at Westley, with Basingstoke, and was 37 miles in length. It gave Basingstoke water access to London, and aided the community in their trade, which consisted of "serges, shalloons, druggets, flour, malt, and corn". (D) The token is quite scarce.



### **The River Severn, and the Inclined Plane at Ketley**

Another token with the 1789 date is D&H Shropshire Coalbrook Dale 3 & 4. In 1792, the obverse was modified and the new dies for the obverse were dated 1792. Technically, the obverse--- which features a Severn barge and the world's first iron bridge, built in 1779 in Ironbridge Gorge, is not canal related except many canals had inclined planes that were in use to lower boats full of goods, primarily ore, to rivers. The obverse may not be strictly show a canal, but certainly shows part of the river waterways that were just as important, and a great view of the 1779 iron bridge, which still stands spanning the Severn in the Ironbridge gorge, and is in use for foot traffic.

The reverse of the token, however, is of a working inclined plane (no longer in existence) at Ketley. The Ketley inclined plane utilized a 2 ton cradle, and with engine power were assisted in pulling the 1 ½ ton boats with up to 8 tons of cargo up to the canal from the river, a incline of between 65 and 75 feet. The boats measured 20 feet X 6 feet, 4 inches. The four men assisting the engine could work six boats an hour each way. (E). Another reference (F) shows the actual use of the plane in a figure, with the steam engine at the top. The weight of a loaded boat, being sent down the incline, would be used to pull up an unloaded boat. If the situation were reversed, it would take the steam engine to bring the loaded boat to the top. Prior to steam, horses, and even men, were used to help supply the muscle to raise and lower the boats.





### **The Manchester Canal**

The next token really commemorates an earlier canal, built by the Duke of Bridgwater. The Duke has been credited for the beginnings of canal building, having built a canal from Worsley to Manchester to carry coal from his colliery to the bigger city seven miles away. It was built between 1761 and 1767 by James Brindley, a very interesting fellow who was illiterate, but could envision the engineering solutions by going to bed for a few days, surfacing with the plans in hand. One such solution involved an aqueduct--- 250 feet long, 36 feet wide, and 39 feet high--- which went over the River Irwell. The canal's use of 42 boats of 50 tons each, covering the route three times every two weeks, cut the cost of coal by 50%. (4) The token that commemorates this canal is D&H Lancashire, Manchester 135. The obverse features a porter carrying a bale of wool on his back with the legend "Mnachester Halfpenny 1793". It has the Duke of Bridgwater's arms on the reverse, and the legend "Success to Navigation". There are quite a few edge variations of this piece, and the reverse can also be found muled for use on the Lincolnshire Sleaford 3 halfpenny, though that token seems to have nothing to do with a canal.



### **The River Stort**

One of the most handsome tokens produced in all of D&H is, in my opinion, the one issued by Sir George Jackson in 1795, to celebrate the improvement of the River Stort, at Stortford, Hertfordshire. The token is D&H Herts Stortford 4, and the obverse shows horses pulling barges along a river winding through the hills. The obverse legend is "Stort Navigations Source of Trade 1795". The reverse features Sir George Jackson's arms, and the legend "Sir George Jackson, Bar. (Baronet)—Sole Proprietor". Sir George was quite proud of the dredging and improvements on the river Stort, though many of them had been accomplished as early as 1767. The improvements allowed navigation that had not been heretofore possible from the River Lea to the town, and with this link to London helped the town with its malting industry. The manufacturer of this token was Boulton and Watt at the Soho mint, and it was designed by Kuchler. Matthew Boulton considered it to be so well accomplished that he kept some on hand to give to prospective customers to show them what he could do. It is a handsome piece.



#### Hertfordshire 4

##### **The Gloucester and Berkeley Canal**

The final canal tokens feature the Gloucester and Berkeley Canal, Gloucester D&H 62 and 63. It has a view of the Westgate, and the bridge over the Severn, at Gloucester. The legend reads "Success to the Trade and Commerce of Gloucester, 1797". The reverse features a sailing ship with the legend "Gloucester and Berkeley Canal, Act obtain'd 1793". The edge reads "Payable at Gloucester".

The parliamentary act granting its construction was gained in 1793, but the canal was not finished and opened until 1827!! Of course, by that time it had cost more than twice it's original estimate, some £440,000, but was apparently worth it, as today it is still one of the busiest canals in England, with ships from all over the world using it's waters. The canal effectively cuts off some 20 miles of river to the docks at Gloucester, and the canal is a huge one by canal standards, being 86 feet wide and 18 feet deep. It bypasses the difficult tidal section of the Severn, and has locks at either end to preserve water level. (G)

The builders of the canal were often in financial trouble, and it was not until the government, in a "make work" program, sent funds to hire the unemployed that it could be finished. . By the time it was finished in 1827 it could have been dug by machine power, but that was rejected, and 971 men dug it by hand. The city of Gloucester had a huge celebration when the canal was completed. The 300 ton boat, the Anne, carrying dignitaries, was pulled along the canal with a band playing and crowds lining the shores. (H)

There are two types of tokens, one most interesting for its misspelling of the word "Berkeley", spelling it "Berkley" The misspelled versions are all Gloucester 62's, with the corrected version being all #63's. Interestingly, there are four edges reported of the #62 token, but 62, 62a, and 62b are RRR, and the 62c is reported as rare. It seems, however, that even the 62c is at least RR, only a very few have been located.





**GLOUCESTER 62c**



**Gloucester 63**

All of the above tokens list canals, both restored and not restored, but many canals in the UK that did not issue tokens are currently in use for recreation purposes today, and others still carry goods for commerce.

Narrowboats are available to rent, for a day or a long vacation, and it is possible to travel over much of the UK on them---- gliding slowly past towns, stopping at pubs along the banks of the canals for a lunch or a pint, and just relaxing. One can begin at London's Regent Canal, and wander off all the way to Birmingham. A particularly pretty canal runs through the town of Llangollen in Wales, appropriately enough named the Llangollen canal--- and memorable for its viaduct over the Dee Valley. The viaduct, called the Pontcysyllite, was completed 199 years ago, and is an iron trough of water, about 9 feet wide, stretching for over 1000 feet over the Dee Valley, 127 feet above the valley floor. It is still in use today, and to hear one talk about the trip, it is a bit like your boat is swimming

slowly through the sky. There are many places where narrowboats can be rented for day trips or long vacations, and an inquiry to the author will get you started if interested.

David Jones has put many canal tokens in the hands of people who are interested and involved with canal restoration--- a wonderful place for the tokens to reside!! He got me interested in joining the Cotswold Canal Trust, and I now can be counted among the interested, if not the involved, since I live so far away. Token collecting can result in wonderful friendships, and take you places that you never dreamed of going. What a wonderful hobby!



An unrestored canal section



A "roundhouse" in private use



An unrestored lock and gate



Token photos by Eric Holcombe and Gary Sriro  
Canal Photos by Bill McKivor and David Jones.

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Coswold Canals. Many pictures of restoration projects underway, and information about upcoming  
happenings. Members of the Cotswold Canal trust receive this magazine with their membership.  
Compiled and edited by David Jowett, Stroud, Glos.

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- (C) Ibid, p.119.
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## CANAL RESTORATION AND CONDER TOKENS

The late 1700's were called the "canal mania" years in Great Britain. To quote Sam Llewellyn in his book "The Worst Journey in the Midlands"; *"The discovery that a chap could, by digging a ditch and filling it with water, not only become obscenely rich but also invent Manchester, had a galvanic effect on the British investor. Between 1761 and about 1840, when railway companies caught the public imagination, the country seethed with men bearing first theodolites, and subsequently shovels. Millions of words of fiction were written about thousands of miles of as yet undug waterway; investors queued up to invest their hard-won quids; and several canal companies actually built canals."*

Strangely we are now seeing history repeating itself. The last few years have seen the canal restoration movement re-opening more miles of canal each year than were dug two hundred years ago. In 1789 the Thames and Severn canal opened. It linked the Thames from near its highest navigable point in Lechlade to the Stroudwater canal in the Stroud Valley and thence to the River Severn, some 28<sup>3</sup>/<sub>4</sub> miles. This opened a cross-country water link from Bristol, Gloucester and Birmingham to London. A major feat of civil engineering, the canal boasted the longest tunnel in the world at the time of building, 3817yds long, 15 ft wide and 15 ft high. Only 2 other canal tunnels were subsequently built that exceeded this length in Britain.

The Thames and Severn had its successes and problems, it carried huge quantities of coal to rural areas that benefited by the price dropping by nearly 50%. Unfortunately the ground through which it passed was porous limestone so it suffered severe water shortages, various remedies were put in place to reduce the problem but it was never eliminated.

The last boat to pass over the summit was in May 1911 and in 1927 the canal was abandoned between Lechlade and about 6 miles from the beginning of the Stroudwater. The only reason this was not closed is that springs from this area supplied water to the Stroudwater. Navigable rights ceased in 1933 but the Stroudwater struggled on for another 20 years.

The next 50 years saw a small but determined band of volunteers campaign for its restoration. Small lengths were returned to water, trip boats ran into the tunnel during winter when the water levels were high enough and gradually the membership increased as canal holidays and canal restoration began to make the public more aware of a potential leisure resource. Towpaths were tidied, local campaigns attempted to stop obstructions being built across its path and more than anything it became a holding campaign. Again some battles were lost and some won. The M5 motorway was built across its path with no provision for the canal. There appears now to be a solution, but it is by no means certain. A dual carriageway bypass road was about to be built across the canal with no provision for it in 1997 but the incoming Government changed the plans and access beneath the road was included.

Restoration News, an information sheet published by the involved parties, quotes research that estimates re-opening the canal will create 1.7 million new visitor days to the area each year, generating £6.8 million for the local economy and creating 200 new jobs from tourism alone. Phase 1 will restore the westernmost 10 miles from near the Severn, will cost £40 million and is expected to take up to 5 years

I joined the Trust in 1990 when membership was 570, membership of the Cotswold Canals Trust now stands at more than 4,000 and national backing has been gained for the restoration project. This national backing shifts the emphasis for the Trust, from

one of volunteer labour restoration and decay prevention to one of primarily a fundraising organisation. Civil engineering contracts will now be awarded to private contractors.

I live over 50 miles from the nearest end of the canal so evening work-parties were out of the question. In fact my contribution over the years was minimal. However 2 years ago I changed roles at work so I was no longer required to provide cover at weekends at just the same time as it was decided to start a trip boat at weekends at my end of the canal. A call went out for volunteers and I put my name down immediately, my chance to do something practical at last. We have finished our second season, we have carried over 5,000 passengers since we started and made a sizeable profit last year. This year we will have a new boat of our own, having rented for last 2 years and we know we will go from strength to strength.

At Christmas 2002 a chance present from one of my sons rekindled my interest in my coin collection and I started to visit ebay to look for coins to fill holes in my collection. Gradually I became aware that there were things called "tokens" or "conders". And then a little bell rang somewhere in my brain, the Thames and Severn canal issued tokens, I had seen pictures of them in books. Using a search engine I entered "Thames+Severn+token" and got about 100 hits. Most were spurious but there was one, someone called William McKivor in America who had a Thames and Severn token listed for sale. I fired an e-mail off and back came a reply, "I'm at a Token fair at the moment so I haven't got access to my up to date stock lists but I am fairly sure I have one." Wonderful, I didn't know whether any still existed, how rare they were or indeed anything about them other than what they looked like. Back came another e-mail, "yes I have a type 59 and a Type 60" Wow, there is more than 1 type! I agreed to purchase both, price was immaterial, I was actually going to be able to hold tokens minted by my canal over 200 years ago! Price in fact was very reasonable. Coincidentally another came up for sale on e-bay and I purchased that as well. It wasn't in such a good condition as the 2 from Seattle so I formed the idea of auctioning it and donating the proceeds to the Trust. We have a social gathering once a month with invited guest speakers, so I offered to have the auction at one of these meetings. I e-mailed Bill again, asking him to let me know if he got any more as I was auctioning one at the meeting of the Thames and Severn Canal restoration group, also did he have any background information I could add to make it more interesting. I think the reply came back the same evening, about 2 pages and a real interest expressed by Bill about the canal (he has since become a trust member and last summer I took him on a tour of some of the canal features). If you believe in fate then what happened next will not surprise you. Another e-mail from Bill (I think my wife was getting suspicious by now) he had been contacted by a collector who had bought a job lot of tokens, and wanted to dispose of those he did not need. Included in this job lot were 14 Thames & Severn tokens! Bill had never seen so many before and enquired politely if I was interested!!!!. A quick reshuffle of the meeting and now I was delivering a talk on 18<sup>th</sup> century tokens followed by an auction of not 1 but 14 tokens. A very enjoyable and competitive auction raised about £130 for trust funds and 14 tokens are now firmly in the hands of Trust members who will value them not only as historic artefacts but a genuine link between them and the canal they are helping to restore

DAVID JONES

## An Allegorical Octet

Tom Fredette

My favorite late 18th century British token issue is the farthing-size example. This is an observation made by this writer several times over the past few years and there are a number of reasons for it. But the one that comes to mind first is the idea that the designers and die sinkers who created these gems had their work cut out for them (no pun intended) in trying to capture what this writer has also previously referred to as a lot of meaning in a very small space. In an attempt to "convey the message" many "conder" tokens portray symbols which represent concepts such as freedom (the liberty cap); cooperation (the wheatsheaf) and accomplishment (the beehive).

But concepts or more to the point of this article - ideals- have a way of becoming personalized and having larger, individual meanings and late 18th century token designers had a way of dealing with this. They sometimes used *allegory* which the *Encyclopedia Britannica* defines as the expression of "...spiritual, psychological or abstract intellectual concepts in terms of material or concrete objects." These "objects" become personified and take form on a number of the tokens in this series as female figures. Some are used repeatedly, some are used once or twice.

The use of metaphor, personification and allegory would have had a long history in the informal, as well as formal, education of the British people. Most could not afford to pay to be formally educated and had to learn about their world in other ways. So to a larger share of the British population of the late 18th century, the symbols on these tokens were important. Allusions to the signs merchants used to locate their businesses are made in the 17th century token series with expressions such as "...at the sign of the...", for example.

The images used on the tokens of the late 18th century British life seem to describe, as well as reinforce, the reputations, businesses, political leanings, social aspirations, goals and ideals of those who commissioned these copper discs for those who either used them or preserved them.

This article overviews eight female figures used to portray a number of the ideals close to the hearts and minds of British citizens and by extension citizens of the world: JUSTICE, HOPE, FAITH, BENEVOLENCE, FORTUNE, INDUSTRY, FAME and PLENTY.

SCHOOLING'S.



**Justice**



Herefordshire.



The first allegorical concept is familiar to all. It is Justice, usually personified by a female figure clothed in a flowing gown, blindfolded and holding an upraised scales or balance in her left hand. In her right hand is usually an unsheathed sword held at rest. The figure implies the right-ful or necessary nature of justice to any society - fairness and impartiality and the power to enforce laws. JUSTICE is depicted on many "conder" tokens. A good example exists on Herfordshire No. 5. A less traditional figure appears on Middlesex. No. 474 (Schooling's).

Dorsetshire.



Another ideal which is illustrated many times is that of Hope. We all share this ideal with 18th century Britains. Hope is considered to be a virtue, a wish for something - perhaps the highest ideal. Maybe for the common person it was a wish that the government or system he or she lived with was the best one in the world. After all, Great Britain was an empire. HOPE is usually shown standing with an anchor - a reference to the British being a seafaring nation and a sailor's hope for a safe voyage. The figure is shown on Durham No.5 and in a smaller version on Dorsetshire Nos. 10 & 11.

Dorsetshire.



Durham.

Faith's statue holding the Holy Grail.

It is hard to separate hope from the next ideal shown - faith. Farmers were leaving their agrarian life and turning in great numbers to the cities at this time. To do this they had to have faith, which can be defined in one way as a belief in their future and that the toil of the factory would give them a better life. Faith also has a connection to one's fate after death and a rewarding

afterlife. The figure of FAITH, on South Shields halfpenny No. 4 is shown holding a book or tablet. This is probably a reference to the Christian belief in the teachings of Holy Scripture.



BATH.



Middlesex.

Many people tend to think of benevolence as kindness or concern for those less fortunate. It was news to this writer that this word meant something quite different in the earlier days of English history. The Encyclopedia Britannica defines benevolence as "...any sum of money, disguised as a gift, extorted by various English kings from Edward IV to James I from their subjects without Parliament's consent." By the late 18th century this practice was no longer tolerated and the meaning of the word had changed. BENEVOLENCE, as an ideal, is depicted on the tokens of Bath (Nos. 32-34). The figure is described as "A female seated instructing a boy with a key to unlock the prison doors."



Fortuna holding a cornucopia and a rudder



RICHARDSON'S.

*Fortuna* was the Roman goddess of chance or lot - hence lottery. She was the controller of destinies and represented the uncertainty of that which she symbolized. Playing a lottery was a get-rich-quick scheme. On late 18th century tokens FORTUNE also has a place and is shown with the motto: Nothing Venture Nothing Have on Richardson's issues Nos. 467 & 468. The tokens show "A figure of Fortune standing between two lottery wheels."

As we know, merchants and manufacturers in many cases were responsible for many of the more utilitarian issues. There would be no doubt that the Macclesfield issues could and would be used as money. Shown is a seated figure with the tools of manual labor. The figure could be thought of as INDUSTRY or (COMMERCE). The ideal of commerce or trade was the lifeblood of the empire. COMMERCE is shown standing on Birmingham No. 51. Birmingham was a city very much "into" industry and commerce at this time.

Next to last in our octet, is the ideal of fame. To be well thought of would be the ideal of most of us. But many would like this recognition to occur within the bounds of modesty. On Wiltshire No. 3, FAME is shown blowing a horn or trumpeting reminding one of the expression "to blow one's own horn."

BIRMINGHAM.



MACCLESFIELD.

Wiltshire.



Last in the list is an ideal which probably would be the wish of all of the British citizens of the late 18th century the ideal of plenty. PLENTY is usually shown holding a *cornucopia* which has a reference to Greek mythology. The "horn of plenty" filled to overflowing with fruits and flowers, has long been a familiar symbol and is shown in an attractive way on Warwickshire County issues.

The meanings behind these symbols were important to the issuers. They knew when they designed a token depicting one or more of these figures that any person who picked one up would recognize this intention or at least bring his or her own interpretation to the symbol. Allegory was a useful device for the issuers of late 18th century British tokens. Through the implications presented by these allegorical figures, a connection was made between the issuer and user therefore enabling daily life to go forward at a time of great expansion in British life and at a time a great coin shortages.



Warwickshire.



Trompe l'oeil statue of Plenty



## **The Warley Issue (D&H Essex 36 – 38a)**

**A.W.Fox**

***(No rights reserved, nor any wrongs !)***

All the Warley issues bear the word “Camp” on their edge (1). The Warley Military Camp was in the parish of Great Warley, in the county of Essex, about 5 miles further from London than Hornchurch (2). Today’s *art nouveau* parish church at Great Warley is by Harrison Townsend, and is of national importance. Its predecessor was farther from the village, some two miles to the South. There, at the end of a short road that is still called Church Lane, the old overgrown graveyard can still be found, and it is a very atmospheric place (3). Note, however, that the Warley Military Camp had its own chapel, to which we shall return.

The Warley military camp was first established about half a century before the Napoleonic era (4). When the French threat arose in earnest, it was expanded and strengthened (5). It was this enlargement, precisely when the English copper coinage was at its worst, that the demand for tokens arose. D&H states that the unusual feature of the Warley tokens is that they refer to the Prince of Wales, and that, but for the Brighton Camp version of the same token (D&H Sussex 2-5), this is not otherwise seen outside of London (1). This seems to be a slip of the pen, because D&H Ayrshire 1-5 & 8, Hertfordshire 2 & 5, Lancashire 55 & 121, Norfolk 5, Sussex 39 (Winchelsea), and Surrey 18 (Lambeth), and maybe others that I have missed, all allude to the same heir to the throne.

Table 1 summarizes how D&H sorts the Warley issues into five types. There are two obverses with the Prince's hairline reaching either the letter E or the letter C in the legend ("E" and "C" in Table 1). There are also two reverses, with and without a period (i.e., a full stop) after the word HALFPENNY (denoted + and -, respectively, in Table 1). The edge legends, according to D&H, either have or do not have the date in Roman numerals (again, + or -, respectively, in Table 1). These comprise five out of a possible eight permutations of the six diagnostic characteristics.

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Table 1. The classification of the Warley, Essex issues in D&H. See the text for the abbreviations.

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<u>D&amp; H no.</u>	Obverse	Reverse	Edge
	<u>Hairline</u>	<u>Full stop</u>	<u>Roman numerals</u>
36	E	-	-
36a	E	-	+
37	C	-	+
38	C	+	-
38a	C	+	+

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In evolutionary terms, there are single changes in the design leading from D&H 36 to 36a, and from D&H 36a to 37. Similarly, there is a single change from D&H 37 to 38a.

No.38 represents a single change from 38a, but in the reverse direction, if we accept the order presented in D&H.

Alternatively, we could consider the reverse order, with D&H 38a as the earliest. In that case, the whole series runs such that each member differs from its predecessor by only a single feature. This reverse order has “offspring” of the putative earliest (D&H 38a) that are “siblings” (nos. 37 and 38), of which only no.37 went on to spawn nos. 36a and 36, both “only children” in two further “generations”.

The edge legends differ not only in whether there is a date in Roman numerals, but also in how the space between that date and the word ‘WARLEY’ is filled. This filler is composed of a series of dots and crosses. For D&H 36, this is listed as “.X.X.X.” or “four dots and three crosses”, seen on all my three specimens. D&H 36a is catalogued as “.X.X.X” or “three dots and three crosses”. However, the two specimens in my collection that correspond to D&H 36a in every other way are actually “X.X.X” (two dots and three crosses). D&H 38a is published as having an edge that is identical to 36a. Likewise, my specimen with obverse C, reverse +, and edge + (a no.38a, see Table 1) indeed has the same edge as my two 36a specimens; they all have two dots and three crosses. In terms of design and symmetry, two dots and three crosses would also seem to be a more natural choice for an engraver than three dots and three crosses. With some temerity as a beginner with Conder tokens, I would therefore suggest that there is a typographical error in D & H, and that “X.X.X” (two dots and three crosses) is the more accurate description for the edges of Essex nos. 36a and 38a.



That leaves my seventh Warley token. It is the most worn of the seven coins, and I should think it is about a blackened F/NVF. This seventh specimen has an obverse C and reverse -, using the Table 1 notation. Thus, before looking at its edge, one would expect it to be a D&H 37. When one does look at the edge, there again are the three crosses and two dots, matching nos. 36a and 38a, albeit, in my specimen, with an edge ding through the middle cross. However, when I use the leftmost cross as a reference point, the Roman numerals on this no.37 are further to the left than on the 36a and 38a (Figure 1).

Bill McKivor (CTCC #3; personal communication) has kindly commented that differences in spacing of edge legends on 18<sup>th</sup> century Conders can be due to haphazard slippage during manufacture (evidently, the edges were often impressed before the obverses and reverses). With only a single specimen, I cannot tell whether this edge difference on my no. 37 compared with nos.36a and 38a might or might not be on all no.37s. If so, then they can still be called no.37, albeit with an adjustment to their description. However, if no.37s exist with edges that do match nos.36a and 38a, then we need to sort out whether the gap in edge legend is just the random result of inaccurate manufacture, or is a real, consistent difference among no. 37s. If the latter turns out to be the case, then there is scope to suggest a new Essex sub-type, presumably numbered “37a”.

So, please check your Warleys ! First, does anybody have a no.37 with an edge legend spacing that matches no.36a or 38a? More importantly, does anybody have a “.X.X.X”, “three dots and three crosses” 36a, 37, or 38a? If so, then my theory about a

typographical error in D&H is wrong, and we must go back and reclassify the edge legends more widely.

One other observation is that my seven Warley specimens were found fairly easily. I have not yet found a D&H no. 38, and I am beginning to think that no.38 should be viewed as the scarcest of the five Warley issues, even though catalogued as of similar scarcity to nos. 36a and 37.

In closing, the site of Warley Military Camp is largely occupied today by the headquarters of Ford Motor Co., Europe. All that remains is its chapel, which was rebuilt in yellow and red brick in 1805 (Figure 2). This church is now the official chapel commemorating the Essex Regiment, who subsequently served with distinction during the Boer War, and elsewhere.

All contradictions of these theories will be very welcome !

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Figure 1 The different edges of Warley, Essex no. 37 versus a 36a. Photo: author.



Figure 2. The surviving Warley Camp chapel (photo: Margaret E. Fox, with kind permission).



**What is it, Where is it---- the answer-----**

Bill McKivor, CTCC #3.



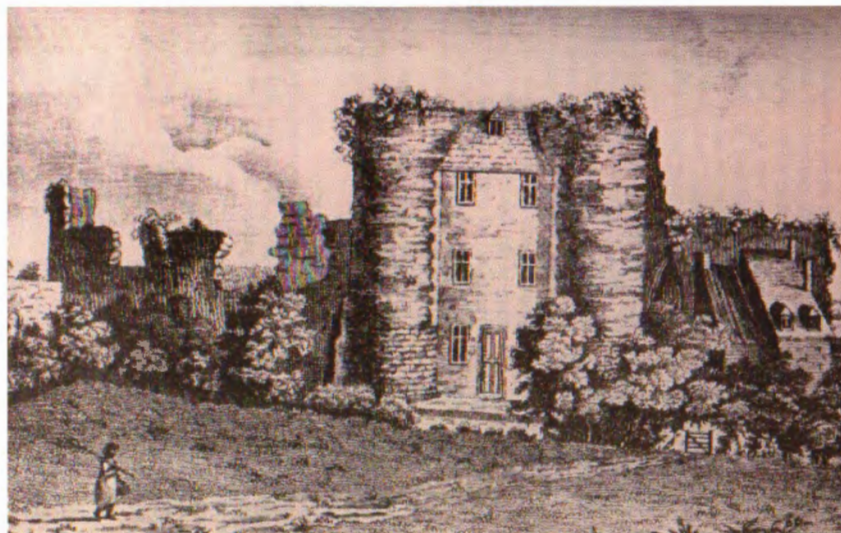
**Suffolk 24**

image by Gary Siro

Hello, all---- the picture in the last issue of the Journal was that of Bigod's Castle, and the engraving of the remains of the fortress can be found on a number of tokens from Bungay, Suffolk. There are three penny tokens that utilize the halfpenny dies, Suffolk 1, 2, and 3--- and three halfpennies, Suffolk 22, 23, and 24 that have the portrait. The first person to call with the correct answer, and the winner of a nice Suffolk 22d, was Ray Mitchem.

There were a good number of other callers, but Ray had the first call. Many thanks to him---- and to all that identified the token.

We cannot let it end there, for James Hartcup (a new CTCC member, by the way) has contributed not just the photo in the last issue, but a nice story for us all about the fortress. It was of great interest to me, and I think it shall be to you. It is always interesting to learn about the engravings that people chose to put on tokens.





## **BIGOD'S CASTLE**

James Hartcup, CTCC # 459

The castle depicted on the Bungay tokens was most probably built on the site of a Saxon fortress by the Bigod family on 1103. Bungay town lies on the Suffolk side of the river Waveney, which acts as a border to Norfolk in East Anglia.

The word Bigod originates from Rollo, or Rolf the Granger, a Northman (Normandy) who ravaged the coast of France in the reign of Charles the Simple in the year 911.

This man was of such gigantic proportions that he had always to travel on foot as no horse could carry him. With his pirates he caused widespread confusion, slaughtering the people and carrying away the women as captives, that the inhabitants of the devastated regions entreated the King to make some sort of a compromise with their conqueror. This the King did--- giving him land, and the marriage of his daughter, on the condition that he become a Christian.

After the terms were agreed upon, and honorably concluded, the French people suggested that Rollo should kiss the King's foot in acknowledgement of so great a gift. He, however, disdained to bend a knee, and rudely seized the monarch's foot to carry it to his mouth, exclaiming at the same time "Ne se Bigod"--- and King Charles was thrown rudely to the ground.

From this time, Rollo was called Bigod, which name became very common among the Normans of those days.

In 1103, Roger Bigod was given the manor of Bungay, and it is supposed that he built the castle then. He already had apportioned to him 117 manors in East Anglia as a reward for his services at the battle of Hastings. In the war with the barons, the castle at Bungay was fortified and made so strong that Hugh Bigod was wont to boast of it as impregnable. In 1140 King Steven marched against him, and the castle was stormed and taken, but not destroyed.

Hugh came back into favour with Henry II, who confirmed upon him the title of Earl of Norfolk. Hugh later took sides with the king's rebellious sons in their insurrection against their father, for which disloyalty he was forced to buy his peace with the fine of 1000 marks, an immense sum in those days, and to yield up his castles. This was made on July 25<sup>th</sup>, 1174. Immediately afterwards the castle of Bungay was ordered to be, and was, destroyed.

In 1294 Roger Bigod rebuilt and embattled his residence on the site of the ruined castle, and it is the ruins of this latter that remain today. By 1818 the keep and adjoining buildings on either side had become the habitation of the lowest class of people, and hovels had been raised against the remaining walls. In 1841, the hovels were removed. The following note can be found in the diary of J. B. Scott:

"The cottages which for the last 100 years at least have existed between and adjacent to the two towers of Bungay Castle were this week cleared away, so that the towers now stand alone, and look much more majestic than heretofore".



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